ROAD CAMPAIGN

Auto Club Hopes to Further Work of Eliminating Chopawamsic Swamp.

While the business suspension that usually accompanies the "Fourth" holiday season somewhat retarded the growth of the Chopawamsic Swamp road fund, its progress did not receive a serious setback, and a steady upward climb is recorded for the past week according is recorded for the past week, according to a statement issued by officials of the A. A. A. District of Columbia Club, under whose auspices the fund is being con-

Only 45 individuals and firms contributed during the past week, a small num-ber compared with the 144 contributors recorded for the previous week, but this not had any apparent dampening of on the ardor of the fund commit-which proposes to continue its efforts with added zeal and push the construction of the Washington-Richmond high-way to an early completion, **According to *Dr. C. Hart Merriam,

hairman of the fund committee, procrastination is the primary cause of the tardiness of the fund's growth. Dr. Mer-riam expressed himself as firmly con-vinced that every Washingtonian who operates a motor car would gladly con-tribute \$2 toward the creation of a new touring ground for his pleasure if he vere met face to face and the subject

Plan to Win Merchants.

J. Harry Cunningham and F. S. Hardesty, members of the fund committee, are evolving a plan to be used in winning the support of the Washington merchants who are destined to benefit financially through the road's construction, which should bring from 20,000 to 30,000 additional visitors into the National Capital annually. Touring Director Fersiego. nually. Touring Director Ferguson, of the A. A. A., is making frequent trips along the highway to watch the progress of the construction work. Director Ferguson states the survey-ers have completed their work in the

wampland section of the road, and that apid progress is being made with the work now in effect between Pohick Church and the Lorton Railway Station. Completion of this latter stretch is not more than ten days off. Mr. Ferguson states. The repair of this break opens to Washingtonians a sixty-mile trip here-tofore impossible without the maximum

Commenting on the task which his or-anization has undertaken to perform, udge Martin A. Knapp, president of the District club, said:

the District club, said:
"I sincerely trust that all Washingtionians interested in seeing the completion of a fine motor highway between
Washington and Richmond—and there are few who are not either directly or indirectly interested—will quickly realize the importance of the club's propaganda and rally to its support without delay. so that the entire highway can be thrown open not later than August 39.

Westerners Know of Swamp.

G. Batchelder, executive chairman of the A. A. A., who recently returned from an extended Western trip, which included a visit to many A. A. A. clubs, says the disrepute of the Chopawamsic Swamp has spread to distant parts of the country, and that its condition plays mportant part in the making of East-

Washington merchants could know the hard facts affecting their interests as our organization knows them." said Mr. Batchelder, "repair of the Washing-ton-Richmond highway would be brought about with the least possible delay."

T. Mann, F. William Loetsch, A. Slater, H. M. Packard, John irs. W. A. Slater, H. M. Packard, John Larcombe, Dr. W. K. Butler, Trueman Daw, George Otis Smith, Dr. John W. Litchell, Charles H. Korts, Eugene E. Miles, E. Lee Jones, A. W. Bitting, H. B. Iallifield, M. T. Benitez, Mrs. James Mc-fillan, Thomas W. Lockwood, Jr., Comander I. S. K. Reeves, United States avy. Philips. S. Smith, F. J. Hutchisen. allip S. Smith. E. L. Hutchinson, Truxton. Charles S. Boston, Ed-Sledam, A. J. Schippert, M. E. Ward F. Siedam, A. J. Schippert, M. E. Gregg, S. Stokes, C. B. Rafter, James S. Harlan, Mrs. H. W. Fitch, W. G. Hill, R. Walton Moore, John W. Foster, John Jobs, and it Sainner, H. C. Roberson, Robert S. Ward, the Commercial Garage, Judge Knapp, Arthur Foraker, L. P. Stewart, H. B. De Groot, Charles L. Fitzhugh, Franklin P. Wilson and N. B. Scott.

WHEN WILL AUTOMOBILE PRODUCTION HIT LIMIT?

Query Interests Motor World-Some Say Plants Then Will Be Devoted

FOURTH RETARDS BRITISH NOT SHIRKING SHARE IN WAR, ASSERTS BALDERSTON

Too Big, Declares Military Writer in Analyzing Situa-

By JOHN L. BALDERSTON.
London, June 18.—"Everybody's fighting but the British," runs the refrain of a song written by a disgusted partisan of the allies in America, and there can be no doubt that the line expresses a feeling work at the top. The German business organization in the last two decades proves immeasurably superior to the proves immeasurably superior to the British, as the British themselves were the first to admit, and that superiority has simply been maintained during the last two years of war.

Because With this song war.

German ships suppose your gained the open sea, even by sacrific the rest of the fleet, the whole war measurably superior to the British, as the British themselves were the first to admit, and that superiority has simply been maintained during the last two decades the rest of the fleet, the whole war measurably superior to the British, as the British themselves were the alled plans, one and all conditions the first to admit, and that superiority has simply been maintained during the last two decades are destroy five alled plans, one and all conditions the first to admit, and that superiority for the rest of the fleet, the whole war measurably superior to the proves immeasurably superior to the first to admit, and that superiority the alled plans, one and all conditions the first to admit and the first to admit the first to admi the allies in America, and there can be no doubt that the line expresses a feel-ing widespread not only in the United States, but in other neutral countries and in Russia and France. With this song lying before me, I listened to the story of a Yorkshireman, above military age, who had four sons, the two younger 17 and 14 years old when the war began. and it years old when the war began. The eldest son was killed at Ypres, the second boy died at Gallipoli. The third joined a training corps, and entered the army on his 18th birthday, and was killed in Mesopotamia, while the fourth lad, a midshipman on the cruiser Black Prince, went down in the naval battle last month. The father, before the news of the death of his last boy reached him,

An isolated case, it will be said. Per-haps, but only yesterday a member of Parliament who is known as a student casualty lists of this country for less than two years of war show Great British to have paid almost as high a price in blood as four years of civil war cost the North. Before this summer is over, the record of the North will have been passed. Unfortunately, the British in the first stages of the Service of the British in the first stages of the North will have been passed. Unfortunately, the British in the first stages of the North will have been passed. Unfortunately, the British in the first stages of the North will have been passed. Unfortunately, the British in the first stages of the North will have been passed. Unfortunately, the British in the first stages of the North will have been passed. Unfortunately, the British in the first stages of the North sea. North Sea.

Why do the British talk as though providing their allies with money at interest were the same as providing men? Costing \$25,000,000 Day.

This war is costing Great Britain \$25. the North. Before this summer is over, the record of the North will have been passed. Unfortunately, the British no longer permit the publication of their total losses, but I have no doubt the fig-ures of my informant are correct.

this article I purpose to show that part in the war and show how her ef-forts are the main prop of her allies. Feeling against the United States is very bitter here, efforts to disguise the fact are hopeless and it should be frankly faced.
That feeling is probably due to inability to understand the American people; and
Contemptibles.' as the That feeling is probably due to inability to understand the American people; and it will not make for better feeling and friendship after the war if the American people return the compliment by profoundly misunderstanding the British. I am not a British apologist, and have been savagely criticised and even threatened for criticising British blunders and making public unpleasant facts in the past, nor is this recital to be read as "British propaganda." for some of the facts cited in defense of Britian would cause as much irritation here as the publication of the unfounded charge that the empire is "letting George do it," and planning to profit by the economic exhaustion of its allies as well as its energian. planning to profit by the economic ex-haustion of its allies as well as its ene-danelles must be laid to the account

The best way to cover the ground will that the Turks couldn't light: no be to meet and answer one by one the current criticism and taunts. What are Britain's five million soldiers doing? Why does the British army in France sit still ures in France, but before thanks are while the very lifeblood of France is believeled against British troops and gening sapped in the frightful Verdun strugerals, it is fair to wait until the finish sapped in the frightful versus.

Why, when the British do fight batles, do they always lose? Since the Brit- and trained to their work, and until the ish navy is more than twice as strong as have been given the artillery they need Germany's, and since it is backed up by to carry out successful movements the French and Italian navies, why against proposed positions. Critica should be a successful movements to carry out successful movements. doesn't it go in and smash the Kaiser's also remember that since the Germa ships and bombard his ports? If the British haven't enough guns and shells. 1914 the Germans have not attacked, or British haven't enough guns and suc. ta large scale, the British front an after all this time to attack on land suc. ta large scale, the British armic after all this time to attack on land suc. ta large scale, the British armic after all this time to attack on land suc. cessfully, why haven't they, since they have all the world to draw on and their has been on the offensive enemies are blockaded? Why do the British talk as though providing money, at times as hard to attack st interest, to their allies were the same as providing men, when it is really a safe form of investment? I do not think the author of the "Hymn of Hate" would claim that this paragraph exhibits per

Answer Number One. "Why don't the famous 5,000,000 soldier

Because if they tried attacking at pres-Gregg, S. Stokes, C. B. Rafter, James S. Harian, Mrs. H. W. Fitch, W. G. Hill, R. Walton Moore, John W. Foster, John Dolph, Dr. John Crayke Simpson, D. A. Skinner, H. C. Roberson, Robert S. Woodward, the Commercial Green of the Science in they tried attacking at present they diget licked. A brutal answer, but I think a true one. The British army is made up of amateurs learning their jobs, and it is up against a professional organization which has been getting ward, the Commercial Green or the state of the commercial Green or the state of the sta ready for the present struggle for forty years. There are nothing like 5,000,000 British soldiers at the front; the empire British soldiers at the front; the empire is maintaining eighty-six divisions of infantry, which means at 20,000 men to a division about 1,720,000 soldiers, of whom not much more than 1,200,000 can be ranked as combatants. It is betraying no military secret to say that not more than sixty of these divisions are facing the enemy in the half a dozen theaters the enemy in the half a dozen theaters are stationed and what their duties are, long are stationed and what their duties are. the enemy in the half a dozen theaters of war where British troops are stationed. The remainder of the "five million" are held in reserve to fill the saps, under Lord Kitchener's scheme to keep the army in the field at full strength for two years more until the German units are skeletons and a deciding blow can be struck against the weakand enemy.

Army Too Weak, Navy's Job stalians turned, crying for guns which they had not provided for themselves—and they got them. There have been labor troubles in England, and there have ap-parently been none in Germany, but the incredible amount of work that is being done here makes it bitterly unfair to comtion in England and in the pare the superhuman efforts of the Teuton with the less remarkable but still unprecedented labors of the British workman, and then call the latter a shirker.

in struggles lasting years were abolished, if his workshop was deluged with non-union and unskilled labor, male and female, receiving the same wages as himlad, a midshipman on the cruiser Black Prince, went down in the naval battle last month. The father, before the news of the death of his last boy reached him, himself volunteered and hopes to get to the front.

An isolated case, it will be said, Perdays, to the British working class, are by tradition devoted to merry-making; they mean to the toiler here more than Labor Day and the Fourth of Labor Cay.

attacks.

I believe the new British armies could have gone down long ago."

Are there then no real grievances were down, after a stay at the British armies against Great Britain?" you say. "If all front, I know that there is nothing of feers and men would like so much as to face a determined German offensive. The best tribute I can pay to the spirit of the British armies today is to say that.

The Knowledge that Care British is a British armies today is to say that.

The Knowledge that Care British is a British armies today is to say that. ficers and men would like so much as to you explain the world that England is not doing face a determined German offensive. The over the world that England is not doing best tribute I can pay to the spirit of the share?" the British armies today is to say that they are waiting and eager for the world the most powerful of the allies, and is not suffering equally with France. Beight the most powerful of the allies, and is not attack, apparently preferring to sufto attack, apparently preferring to sure not sustering equally with France for defeat rather than the taunts now um and Russia, underlies all hos hurled at them from all over the world, ticism, in my opinion. This and I cannot too often repeat that the man who refuses to permit a premature for her fortunate isolation, or armies of the country which, critics a: Britain is betraying by her inactivity.

Say Plants Then Will Be Devoted Support of the same and the same of the same and the same of the same

Inactivity in France Imposed by Joffre on Allied Troops

Let the American consider his feelings man fleet can come out at any time, certif he were asked to work three to four hours overtime every day and Sundays hours overtime every day and Sundays first, with greatly inferior British forces as well, if all the safeguards and contains the first, with greatly inferior British forces as well, if all the safeguards and contains a supplemental to the safe to gain time for the grand to the death to gain time for the grand in the north, and no more desperate task was ever set seamen than that which faces these admirals whose forces are stationed in the south. In the Ge they have foemen worthy of their but it is unfair to measure the of but it is unfair to measure the odds by looking at tables of British and German Dreadnoughts: the tasks which sea pow-

In the first stages of the war, the British had only between 19,000 and 130,000 The tax revenue of the country, includmen in France, and shared the disasters ing the new war taxes, barely makes of the French, but at Ypres 130,000 British regulars repulsed the attacks of True, it may be repaid some day, but nearly four times their number and held the financial exhaustion of Europe after their ground. That battle, for the milttary student, will always remain one of here think Great Britain will never even the greatest feats in history, but it can-get the interest. The money advanced not be called a victory, because it did by Pitt to the countries which fought retreat Napoleon was regared as "subsidy,, and of the enemy's army. Ypres was fought never repaid, and that precedent map at the cost of the destruction of the be followed in this case. Fremier Asquith British expeditionary force, the "Old has never made clear to parliament the

excepting by keeping British industries running and exporting goods to pay for the munitions and food purchased abroad, and this business activity and

To maintain industry takes men. Great maintaining the credit of herself and her 90 has been on the offensive, and the earlier a manufacturer, "is doing as much to manufacturer, is doing as much to manufacturer.

critics say, credit are not killed like the Frenchmen who defend Verdun

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MITCHELL ANNOUNCES **NEW ROADSTER MODEL**

Machine Is a Condensed Five-Passenger Car in Runabout Type with Ample Luggage Space.

Until Novice Soldiers Are
Better Trained and Better
Munitioned.

The Mitchell Company is ready to put on the market a unique idea in a road-ster model. John W. Bate, with his usual foresight, has gone just one step further in developing a roadster that would really serve many purposes other than the use usually obtained from the present concention of this type of care than the use usually obtained from the present conception of this type of car.

An original idea with John W. Bate, and original idea with John W. Bate, and original idea with John W. Bate, and before the rest of the fleet, the whole war might be lost in the months during which the raiders would cut all sea communications, destroy asolated squadrons and upset the allied plans, one and all conditioned types complete command of the sea. present Mitchell product the talk of the automobile world.

This new roadster is really a condense

five-passenger car in the runabout type that retains all the beautiful lines of the roadster, yet provides ample room for the five passengers, with the added ad-vantage of large luggage carrying space nder the locked door in the rear The body is provided with the regula-ion two doors, as on the roadster. The ront seats are divided, and besides the roomy seats for the driver and other structed with 2 to 40 percent reserve and good entertainers. They use light occupant of the front there is a wide strength. However, all manufacturers weight machines much more than in this isie to the rear seat.

The reserves in the driver and other structed with 2 to 40 percent reserve and good entertainers. They use light occupant of the front there is a wide strength. However, all manufacturers weight machines much more than in this isie to the rear seat.

occupant of the front there is a wide isie to the rear seat.

The rear seat is exactly the same width as the rear seat in the five or seven-passenger models of the famous Midseason Mitchell. It provides comfortable seating accommodations for three passengers, and the distance of the rear seats to the back of the driver's is such as to allow the passengers more than ample leg room, which in a less roomy car is the cause of much discomfort on long rides.

The body, of course, is mounted on the

The body, of course, is mounted on the same chassis as the famous three-pas-senger roadster and five and seven Mid-season Michell models, of which the large Mitchell plant at Racine, Wis., have already put out some 9,000 cars.

AUTOMOBILE LICENSES.

19910-E. D. Manley, 824 14th st. nw.; Dodge 1906. 4%;2-Wm, F. Matteson, Colorado Bldg; Chand-

-Auto Livery Co., 22 13th st.; Packard 916. -F. C. Stelser, 124 11th st. nw., Kissel 1916. -Washington Steel & Ordnance Co., Glee-Point, White 1918.

06-0-Milton E. Ailes, 1620 1 st. nw ; Oldsmobile

Wore Lifebelt Walst Aboard Ship.

Special Cable to The Weshington Rensit.

London, July 8.—Lord Kitchener had a cort of foreboding of an accident at see. So much was this the case that he never crossed from Dover to Calais without wearing a lifebelt waistcoat, one that he had specially made for him in Egypt before he made his famous advance on Khartum.

Special Cable to The Weshington Rensit.

British Autoists Have Slang Vocabulary of Their Own, So Don't Get Discouraged.

Though so often on the sea and an ex-cellent sailor, he detested sea trips and never felt comfortable on board any ship. He complained that the sea affected his

Another curious point was that while he always acquired curios in any part of the world in which he might be, he took care never to allow his purchase to be on the vessel on which he was a pas-

GALLED BIG MISTAKE

Rules on Rear Spring Are Sure Guide to Capacity of Vehicle-Warning Sounded.

As a factor of safety, trucks are con-

axles, axle bearings, wheels, power plant, clutch, driving mechanism and tires. The frame of a truck is intended to carry a specific load and when subjected to excessive weight, the steel will take a permanent set after having reached Its elastic limit and will not then recover sented an incongruous appearance in to its original structure: it will be more dock at Highgate police court recently.

If springs are heavy enough to care for considerable overload, they will be too stiff when the truck carries normal load. It, therefore, follows that springs designed for a specific load will, when serted from the army and sought refuges overloaded, be subjected to more shocks in woman's attire. The prisoner will be a formanded. will be effected so as to take a set and not return to their original position. After being overstrained in this manner, the springs will not absorb road shocks or ushion the truck with the same degree of efficiency as intended by the manu-

CADILLAC EIGHT BEATS MAILS ON RECORD RUN

Mails were beaten twice and fast express once by the Cadillac Eight in its record-breaking, seven-and-a-half day transcontinental dash in May.

Eight hours before they left Los Anreles for New York, Baker and Sturm. the driver and passenger in the car, sent their suit cases on by express. The grips reached New York half an hour after the roadster had arrived.

To test the speed of the mails in com-parison with the time he expected to make. Baker addressed a letter to himself at Dodge City, Kans., 1,665.9 miles by road from Los Angeles, and mailed it six hours before he started from the coas The car and its crew reached Dodge

City two hours shead of the letter.

Another case was when a Cadillac owner touring in Kansas, sent a post-card to the Cadillac dealer in New York, Square and while Baker and Sturm were

"K. OF K." FEARED DROWNING. "YERY MUSTARD" RIDER O.K. WITH A "HOOTER"

American motorcyclists who have vis-ited England are impressed at the picturesque slang which decorates the talk of English riders. What we call a brush on the road they describe as "going off on a blind." The warning horn is a "hooter" in England. Where we say skid, their expression is "side slip." An engine which stalls or dies on a hill in the English vernacular "conks out."

A fast machine is "very hot" and fast rider is "very mustard." Instea of changing into high gear, it's "top gear" across the water. If you hear it said that a rider is "going all out," that means, of course, that the throttle is wide open.

A sporty rider is classed as a A sporty rider is classed as a "knut." Making a corner is called "cornering." If a Yankee remarks that an engine skips, it makes an Englishman laugh; he always says "misses." "Rippin" and "toppin" to descripe a machine or sport conveys the sense of the rider's enthusiasm effectively.

The American boys who have been abroad say that the Englishmen are jolly weight machines much more than in this country but are as "keen," to use an English expression, for the fun of motorcycling as any riders on this side of the Atlantic.

DESERTER GRABBED AS GIRL

Frederick Wright Presents Strange Appearance in Court. Cable to The Washington Herald,

blue richly braided cost, reaching from neck to heels, and wearing white kid gloves, a college cap and veil-looking in fact, like a fashionable young woman -- Frederick Wright, a man of 22, pre-

for travelers is that the bristles are laid down flat on the handle and are thus



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